

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,400 號百肆千叁萬第 日叁初月正年柒十二緒光 HONGKONG, THURSDAY, FEBRUARY 21st, 1901. 肆拜禮 號壹十式月年壹零九千壹英港香 PRICE, \$2½ PER MONTH

HIGH CLASS PORT WINES

A. S. WATSON & CO. LIMITED,

WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1841. [a1682]

CUTLER, PALMER AND CO. WINE SHIPPERS SINCE 1815.

Who have consigned their Brands to Hongkong for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.

JOHN WALKER & SONS FAMOUS KILMARNOCK WHISKY.

This World-renowned
Fine Old Highland Whisky Shipped
by CUTLER, PALMER & CO. is
obtainable in Hongkong only of
SIEMSEN & CO.
Hongkong, 1st January, 1901. [a49]

CUTLER, PALMER & CO.'S Price \$10.75 PER DOZEN NET

Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO. Hongkong. [a48]

HONGKONG HIGH-LEVEL TRAM- WAYS COMPANY, LIMITED.

TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 3.00 p.m. Every quarter of an hour
3.30 p.m. to 5.30 p.m. Every quarter of an hour
5.30 p.m. to 7.30 p.m. Every fifteen minutes
7.30 p.m. to 8.00 p.m. Every fifteen minutes
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SATURDAYS.
Extra Night cars at 11.30 and 11.45 p.m.
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9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 2nd February, 1901. [a2550]

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOBBS" and "MONOPOLE" CYCLES.
And we also supply fittings of every description.
Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.
McKIRDY & CO.,
48 & 43A, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899. [a2569]

GREEN ISLAND CEMENT COMPANY PORTLAND CEMENT.

\$5.00 per Cask of 3½ lbs. net ex Factory.
\$3.00 per Bag of 250 lbs.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 2nd July, 1900. [a3102]

WILLIAM MACLEOD, D.D.S., DENTIST.

BEACONSFIELD ARCADE.
(Opposite Hongkong & Shanghai Bank.)
Hongkong, 10th November, 1900. [a78]

RUINART PERE & FILS, REIMS Established 1713.

CHAMPAGNE CHOUVREUX AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WIGENER & CO.,
Sole Agents.
Hongkong, 17th Nov. 1895. [1521]

THE VICTORIA DISPENSARY HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [a39] RACING SEASON.

SADDLES (FROM 12 OUNCES UPWARDS).
WHIPS, SPURS,
GIRTHS, SURCINGLES,
NUMNAHS,
WEIGHT CLOTHS, STIRRUP WEBS AND LEATHERS.
HORSE CLOTHING.
TIES FOR BOWS OR KNOTS.

LANE, CRAWFORD & CO. [a38] CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 7 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—
SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.
Distinguished by 4 Stars on the label.
\$20 PER DOZ.
This fine Wine is old, soft, and of grand flavor
See analysis and certificate by Professor Cassall

DOURO PORT,
\$14.25 PER DOZ.
A fine, full, and fruity wine.

THE ELITE OF WHISKY.— THE "PALL MALL," \$20 PER DOZ.

11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.
C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$10.75 PER DOZ.
Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE
AGENTS—SIEMSEN & CO., HONGKONG. [a47]

AMOROSO SHERRY, \$20 PER DOZ. LA TORRE SHERRY, \$16.75 PER DOZ. BENEDICTINE LIQUEUR— D.O.M., \$39.75 PER DOZ.

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AQUARIUS. PURE, TREBLE-DISTILLED TABLE WATER.

PER 1 DOZEN QUARTS ... \$2.50
PER 1 DOZEN PINTS ... \$1.75
Empty are allowed for at the following rates when returned—
QUARTS ... \$1.00 PER DOZEN.
PINTS ... \$0.75 PER DOZEN.

SOLE AGENTS—
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WINE AND SPIRIT MERCHANTS.
15, Queen's Road,
Hongkong, 11th February, 1901. [a40]

WINTER SEASON. WOOLLEN UNDERWEAR, KID AND KNITTED WOOL GLOVES, WHITE AND COLOURED SWEATERS, and KNICKER HOSE.

COTTAM & CO.,
UNDER HONGKONG HOTEL.

SCHLITZ WORLD FAMED BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.
TONIC AND REFRESHING.
SOLE AGENTS—
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CHEMISTS, AERATED WATER MANUFACTURERS, AND
COMMISSION AGENTS,
HONGKONG. [a43]

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LADIES' and GENTLEMEN'S BLACK
and BROWN BOOTS and SHOES.
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CLUB WHISKY \$2 PER DOZ.

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12, QUEEN'S ROAD.

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WITH ALL REQUISITES.
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CRU WYNBON ... QUARTS. PINTS.
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G. GIRAULT,
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ORIGON LUMBER.

THE undersigned, being closely connected
with the leading MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.
SIEMSEN & CO.
Hongkong, 14th February, 1901. [507]

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BUILDING CONTRACTOR,
No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED and FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt at- tention.

FOR SALE.
RURAL BUILDING LOT 103, BARKER
ROAD.
Apply to—
HUMPHREYS ESTATE AND
FINANCE CO. LIMITED.
Hongkong, 31st January, 1901.

DAVID CORSE & SON'S MERCHANT NAVY NAVY BOLLED LONG FLAX RELAND CROWN TARPAULING ARNOLD, KARBURG & CO., Sole Agents.

Are recommended to give due Notice before-
hand of requirements, as applicants on arrival
in England often fail to obtain rooms.
Tariff and particulars can be obtained at this
office.
Hongkong, 13th February, 1901. [504]

THE Proprietor begs respectfully to inform
the Public that he will NOT be prepared
to Supply Meals to any excursionists on the
day of celebration of the GRAND FESTIVAL
OF THE CROSS, to be held on SUNDAY, the
24th instant.

HUNG-KEE'S HOTEL,
Macao.
Macao, 18th February, 1901. [523]
LONDON, SOUTH KENSINGTON.
VISITORS from the East who wish to
secure ACCOMMODATION at
LAING'S,
46, STANHOPE GARDENS,
QUEENSGATE,
S. W.
Are recommended to give due Notice before-
hand of requirements, as applicants on arrival
in England often fail to obtain rooms.
Tariff and particulars can be obtained at this
office.
Hongkong, 13th February, 1901. [504]

DAVID CORSE & SON'S
MERCHANT NAVY
NAVY BOLLED
LONG FLAX
RELAND CROWN
TARPAULING
ARNOLD, KARBURG & CO.,
Sole Agents.
Hongkong, 31st January, 1901.

INSURANCE

THE
STANDARD LIFE ASSURANCE CO.
POLICIES UNCHALLENGEABLE.
Policies are unchallengeable after two years
duration, on any ground connected with the
original documents, if age has been proved.
Forms of Proposal and all particulars may be
obtained from
DODWELL & CO. LIMITED,
Agents.
Hongkong, 9th November, 1899. [2-a1673]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing. Mains on every floor
CHARGES MODERATE. [50]

THE PEAK HOTEL.

City Office: 7, Duddell Street. [93]
HOTEL CRAIGIEBURN.
PLUNKET'S GAP, The PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the MANAGER.
Hongkong, 2nd July, 1900. [53]

THE WAVERLEY HOTEL. ICE HOUSE STREET, HONGKONG.

A
FIRST-CLASS PRIVATE HOTEL.
Handsomely Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMIL-
IES by the DAY or MONTH. [51]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Ma-
nagement.
Terms Moderate.
A. FONSECA,
Manager.
Hongkong, 1st December, 1899. [52]

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet
locality, away from the din and distur-
bance of the City, and surrounded by a deli-
cious Garden, it is an ideal place of Residence.
The building stands on an eminence, giving a
magnificent view of the Harbour and the
City of Victoria. It is within easy access of
the Kowloon Wharves, where the principal
Mail Steamers disembark Passengers, and from
which there is a regular ferry service to Hong-
kong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE, J. H. DOWNS,
Proprietors.
Hongkong, 8th September, 1900. [3096]

HING KEE HOTEL. (ESTABLISHED 1873) MACAO.

THIS First-class and well-famed establish-
ment is pleasantly situated in the centre of
PRAXA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [1919]

PORTLAND CEMENT J. B. WHITE & BROS

SOLE AGENTS FOR CHINA.
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899. [3144]

INTIMATION.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS

PORTS.

(FOR INVALIDS & GENERAL USE.)

- For dose, Case.
- B.—OLD VINTAGE,** superior quality. Red Capsule... \$14.40
- C.—FINE OLD VINTAGE,** superior quality. Black Seal Capsule... 16.20
- D.—VERY FINE OLD VINTAGE,** extra superior. Violet Capsule... 20.40
- E.—ONE OF THE FINEST VINTAGES** in the Market. Gold Capsule... 30.00

Port after removal should be rested for a month before use. Wine required for immediate consumption should be ordered to be decanted at the Dispensary before being sent out.

All these Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

A. S. WATSON & CO.
LIMITED,

QUEEN'S ROAD CENTRAL.

BIRTH.

On the 12th February, at 1A, Love Lane, Shanghai, the wife of Herbert A. J. Macartney, of a daughter.

MARRIAGES.

On the 16th February, at St. Joseph's Church, by the Rev. Father Augustin, Joseph, eldest son of William Lyautey, of Hongkong, to Honorable Mary, daughter of Daniel Murray, of Newmarket, County Cork.

On the 11th February, at Shanghai, by the Rev. H. C. Hodges, M.A., Hester Burch Sutton, Western Minister, Hainan, to Edwin, youngest daughter of Edwin Oliver, Esq., Chesham Hill, Manchester.

DEATHS.

At 10 a.m. on 20th February, at 184, Praya West, Tsoi Kwong, second son of Tsoi Yauk SHAN, aged 3 years.

On Tuesday, the 5th February, at 6 a.m., at the home of Mr. E. Nevill, 18, Kozonemachi, Nagasaki, BELLA SUTTERWOOD, aged 17 years, the daughter of the late C. M. SUTTERWOOD, of Yokohama, who was in the employ of Mitsui Bishi Co., Yokohama.

At the General Hospital, Shanghai, on the 14th February, WILLIAM IRVING HOBSON, aged 23 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, CL
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 21st February, 1901

By slow degrees the various parts of the British Empire are being linked together by telegraph lines which are controlled entirely by British hands, and with the opening of the new gateway one of the most important of these links has been decided on. The details of the all-British Pacific cable are now public, and we are told that by the end of 1902 the work on this great line of communication will be finished. The route of the cable as now decided on is as follows. Commencing at Vancouver Island, there will be a straight run of 3,500 miles to Fanning Island, a small and practically unknown tract of land which nevertheless has formed part of the British Empire for about a dozen years. From Fanning Island the next stretch is one of 1,700 miles to Norfolk Island, through the Fiji group. From Norfolk Island the cable will run to Brisbane, some 900 miles, between numerous islands and in comparatively shallow water. New Zealand will also be connected with the system at Norfolk Island. The enterprise is a great one, especially when the depths through which the lines have to be carried are taken into consideration. It has been estimated that the two actually deepest points touched will be the Tuscarora and Belknap Deep, 16,500 and 17,000 feet below the surface of the ocean. The greatest depth known in the Pacific is, it is true, about five miles and a quarter (this was the

deepest sounding taken by the Challenger), but though not reaching this tremendous figure the depressions through which the new line will pass create a new record for point-to-point cables. When the work is completed, Great Britain, Canada, and Australasia will be united by a continuous line to part of which is in non-British hands. The Far East will remain outside the system, but perhaps it is not too wild a dream to imagine that one day there will be a branch line from Fanning Island or from the Fiji to North Borneo and Hongkong, when we shall no longer, as now, have to rely entirely on foreign goodwill for the security of both northern and southern lines from this distant outpost to the centre of the Empire. No line, of course, between the Fiji, Borneo, and Hongkong could have the security of the Vancouver-Fiji line, along which the British Government has taken the precaution of acquiring the intermediate islands, with the exception of Hawaii. Along the Borneo connection this is not so. But nevertheless with the constantly growing importance of the Far East it is not likely that Britain can remain satisfied with the present inadequate connection between her possessions here and the central point of government. The all-British Pacific cable has left the stage of ideas and is on the way to become a fact. With the progress of years the present scheme may well be extended.

The English mail of the 19th January was delivered in London on the 18th inst.

Not a single case was reported on Tuesday at the charge room of the Magistracy. This is surely a record for Chinese New Year!

The French gunboat *Comete* arrived from Amoy on Tuesday, the British cruiser *Orlando* left for Shanghai yesterday, and the U.S. gunboat *Yorktown* arrived from Manila.

The return of cases of communicable disease in the Colony last week shows, beside the three fatal instances of plague, only one other case, of small-pox, in the City of Victoria, which ended in death.

We see that the Lusitano Cup, presented by the members of the Club Lusitano to be competed for at the forthcoming meeting of the Jockey Club, is on view at the establishment of Messrs. Geo. Falconer & Co.

About eleven o'clock on Tuesday morning fire broke out in a mail-store at 493, Queen's Road West. The damage was slight, amounting to only \$200, and is not covered by insurance. The Fire Brigade were in prompt attendance, otherwise the outbreak might have assumed serious proportions.

Yan Ah Yung, alias Yan Ah Yung, sentenced some time ago to six months' imprisonment for being a member of an unlawful society, died in the prison hospital shortly after twelve o'clock yesterday morning. Dr. Thomson states that death was due to natural causes. An inquest will be held to-day at noon.

A draft of 119 men of the Royal Welsh Fusiliers, consisting of one officer, one sergeant, three corporals, and 114 rank and file, arrived yesterday from home, by the steamer *Stentor*, to relieve time-expired men. One case of fever occurred on board, and the patient was left behind at Singapore.

At a meeting of the Phoenix Chapter on Tuesday night the following officers were elected:—M. W. Sor, Sir Knight H. B. Bridger; L. P. M. W. Sor, Sir Knight W. Farmer; Deputy M. W. Sor, Sir Knight Geo. A. Watkins; High Prelate, Sir Knight Jas. Lochead; Senior Warden, Sir Knight Jno. F. Lemm; Junior Warden, Sir Knight W. W. A. Muskett; Treasurer, Sir Knight C. Leabirel, Secretary, Sir Knight W. M. Everall; Master of Ceremonies, Sir Knight J. A. Tarrant; Chancellor, Sir Knight H. Jewitt; Inner Guard, Sir Knight Jas. Osborne; Standard Bearer, Sir Knight J. A. Morris; Steward, Sir Knight J. Goodchild; Equerry, Bro. B. Jorus.

The members of the Hongkong Volunteer Corps had their usual field day on China New Year's Day (Tuesday). They paraded at Headquarters at a quarter-past nine in the morning, and proceeded in launches from Murray Pier for Repulse Bay. In consequence of the shallowness of the water some difficulty was experienced in getting the guns ashore, they having to be transferred to sampans. The Machine Gun Companies at once commenced a competition for the G.O.C.'s shield at land targets, the Infantry and Engineers Companies being engaged in volley firing by half-companies at sea targets. Later on the Field Battery had practice at sea targets. Sergeant Meek's gun crew was the most successful, and each man was awarded a spoon. In the afternoon His Excellency the Governor (Sir Henry Blake, G.C.M.G.) and Col. the O'Gorman arrived. His Excellency addressed a few words to the men. He expressed his regret that out of a Corps numbering 300 and odd only about 180 had attended, and spoke of the importance of every member of the Corps making himself efficient. The Commandant (Sir John Carrington, C.M.G.) then called for three cheers for His Excellency for his presence and the interest he displays in the Corps, an invitation which was heartily responded to. Home was reached at about half-past seven.

The death of Rear Admiral Miyoshi, Komatsu, of the Imperial Japanese Navy, is announced as having occurred on the 7th inst.

It is stated in the Japanese papers that Mr. Alfred Watson, a British subject, residing at Ikuno-michi, has applied, through the British Consul at Kobe, to be naturalised as a Japanese subject.

In the case in which two French sailors were assaulted by villagers near Ningpo, the Court after two days sitting found that both parties were to blame. A watch which was reported as having been stolen from one of the sailors was not found.

It appears, says the *Nagasaki Press*, that the Japanese paper *Asahi* is responsible for the announcement of the death of Viceroy Li Hung-chang. The telegram should have announced his recovery, instead of which it recorded his death.

The North China services of the Nippon Yusen Kaisha will be re-opened on the 20th March, when the steamer *Takamatsu Maru* is expected to leave Kobe for Newchwang via Shimonsu, Nagasaki, Fusan, Chemulpo, and Chefoo. The Vladivostok service will also be resumed on the 19th March by the *Tairen Maru*.

No wonder the recent trouble on H.M.S. *Bayleard* caused no little stir if the following, which is from the *San Francisco Call* of the 10th January, is a specimen of the versions published:—"The crew of a British warship now at Hongkong have risen in arms against their officers because they did not get their share of the Peking loot. This sounds as if the days of piracy had come again and that sailors of an empire had become thieves for a captain."

The N.C. *Daily News* mentions the report that 5,000 troops of the British contingent in the North are leaving for India in March, and also that the Royal Artillery at present stationed here will leave for India about the same time. We have already, it will be remembered, mentioned the probability of our seeing the expedition in Hongkong in April, but no doubt if Count von Waldersee's projected expedition is decided on arrangements will be modified.

The *Nagasaki Press* of the 5th ult. says:—"It is satisfactory to learn that the Police have commenced a vigorous campaign against that most undesirable class of resident, the beach-comber. We are informed that Mr. Furukawa, the courteous and obliging Superintendent of the Meikasaki Police Station, has found that his hitherto lenient treatment of members of the above class has not resulted in their reformation. Harsher measures are to be adopted and there is reason to believe that Nagasaki will soon be relieved of the presence of these social pests."

It is reported that the Japanese Government has decided to construct two more cruisers and eight torpedo-boat destroyers. The cruisers are to be built each at Yokosuka and Kure, while four of the destroyers are to be constructed at Yokosuka and the other four in England. The destroyers ordered from England are to be named *Akatsuki*, *Shirakumo*, *Kasumi*, *Ashikida*, while the other four and the two cruisers are to be named as follows:—Cruisers, *Nitaka* and *Tsushima*; destroyers, *Harusame*, *Murasame*, and *Hayabari Asakiri*.

The N.C. *Daily News* understands that the British Government declines to receive Chang P'ai-shih's mission of condolence and congratulation, but on the wrong ground, says our contemporary, that of the insufficiency of his rank. A report is also announced from Soochow, that acting Governor Nieh Chieh-kuei, of that city, who was recently promoted to be substantive Governor of Hupoh, may not go to Wuchang after all, as a report from Peking states that Prince Ching and Li Hung-chang have selected Governor Nieh as Special Ambassador to Great Britain to apologise for the troubles in the North, and are said to have recommended Governor Nieh to the Throne for the post.

The *Ostendische Lloyd* published an Extra on the 14th inst., of which the following is a translation. It is signed by Dr. Knappe, Consul-General for Germany:—"Notice. The Legation quarter in Peking will in future be bounded as follows: The Tartar wall, the Baron von Kettler Street, the Boulevard des Italiens (the street of the old Austrian Legation), and the Chienmen Street. German subjects and those under German protection who claim to own property in this quarter must forward title or other proof of ownership to the German Minister at Peking before the 25th of this month. Only claims to property acquired before the 20th June, 1900, will be recognised. I am ready to be the means of forwarding claims."

Our contemporary *O'Pover*, in the leading article in its last issue, protests against the action of the Steamboat Company in dropping the annual excursion of the end of the present week, when it is customary for a large number of visitors to go over to Macao to see the Procession of the Cross. According to our contemporary the Secretary of the Company stated, when asked for the reason, that the Directors had decided not to continue any further excursions, owing to cases of excessive drinking among some of the passengers on the last excursion, which the captain of the steamer had been unable to control. *O'Pover* complains of the monopoly enjoyed by the present Steamboat Company, and reports that the formation is contemplated of a new company, which it expects will receive the support not only of the public but also of the Macao Government. In another column we publish a letter which we have received on the same subject.

A correspondent writing to the *Times* from Manila urges the British troops in the Far East to use the tunic plait worn by the American troops to protect the spine, and also their webbing cartridge-belt and methods for preserving surgical dressing.

Two wireless telegraph instruments, said to be the most powerful ever made, are to be shipped from New York to Japan. They were made especially for Japan, and will be installed on two of the latest Japanese cruisers. It is expected that they will be able to transmit messages at least 125 miles.

The rinderpest outbreak continues at Nagasaki. A local paper learns that the official expenses in connection with the cattle disease from its outbreak on the 15th January to the 6th inst. amounted to 31,059 yen, exclusive of compensation to be granted to the owners. It is stated that the compensation will amount to 25,000 yen.

According to a telegram in the *Osaka Mainichi*, the Union Pacific Railway Company has bought the most important rights in the South Pacific region, and will thus be powerful enough to control the various railways connecting New York, New Orleans, San Francisco, and Portland, Oregon, and the shipping lines in the Pacific, of the O. & O. and P.M. Companies.

In a paragraph reporting the entire absence of any new cases of plague, the *Kobe Chronicle* says:—"This being so, it seems surprising that quarantine is still maintained in the United States against Osaka, and that the port remains scheduled as 'infected with plague,' thus preventing export. Under the circumstances, the Osaka authorities might fairly ask now that the port should be declared free of plague."

A telegram from Formosa, received by the Japanese Home Department at Tokyo, states that on the 27th ult. eight cases of plague with six deaths occurred at Tainan-ken and six cases at Taihoku-ken. On the following day, seven cases, with five deaths, were reported at the former and one fatal case at the latter place. This makes a total of 83 cases, with 59 deaths, in the island since the beginning of this year.

The *Shanghai Mercury* learns on good authority that affairs in Peking are not going on at all pleasantly. In fact the country around Peking is said to be in a state of anarchy, says our contemporary. The natives are fighting amongst themselves, and robbing and murdering one another. Boxers and their followers are gathering in the capital, and many of their leaders are in the employ of the Allies, some even as interpreters. Some old residents who ought to know are of opinion that, unless stronger measures are taken very soon, the state of affairs will become very serious indeed.

The Japanese Government has published a return showing the value of the horse-shop silver and the amount of rice captured by the Japanese army in North China. The former is valued at 3,100,000 taels and the latter amounts to 439,000 koku. About 1,900,000 taels worth of the silver has already arrived in Japan and the remainder is in the custody of the Japanese army in China. With regard to the rice, only 40,000 koku were available for the use of the Japanese, the remainder being of a very inferior quality. The latter is to be distributed among the Chinese poor during the winter months.

The following is from the *Times* of 19th January, 1801 under the heading of "Old Bailey":—"Andrew Branning, a little boy no more than thirteen years old, was tried for burglariously breaking and entering the dwelling house of Sarah Dano, and stealing therein a silver dessert spoon. . . . In the evening after it grew dark, the shopman heard one of the panes of glass break, and going into the street, saw three boys running away, and pursued them. Two of them escaped, but the prisoner was taken in consequence of having dropped his hat, together with the spoon in question, and his endeavouring to pick them up again.—Guilty. Death."

According to the Japanese press the Japanese Government recently forwarded to the Russian Government a diplomatic communication for the purpose of eliciting the truth concerning the reported secret convention between Russia and China. A Japanese paper now states that on the 2nd inst. the Japanese authorities received a reply from Russia, although this is denied by the Government, to the effect that Manchuria has been occupied by Russia because it is absolutely necessary that she should do so, in order to have entire authority over Siberia; that the reported Russo-Chinese secret convention is beyond the sphere of explanation at the present time; and that Corea must be placed under the joint protection of the Powers.

Anent the proposal to establish a Japanese Government Steel Foundry at Kure, some opposition is being evoked at the idea now that the investigations of the experts in Europe have been sent out. The result of the enquiries is that the £3,000,000 yen, asked for by the Naval Department, is considered sufficient to establish a steel foundry at the present Iron Works, and that it would be advisable to enter into an arrangement for the use of Krupp's patent rights and employ foreign experts. The Minister for the Navy explained at a recent meeting of the Budget Committee that since Mr. Ogihara had invented a method of making steel they had many experts in its manufacture already in the Department. It would be unnecessary to acquire Krupp's patent rights, as Japan had already her own method of manufacture. It is rumoured that the whole question will be postponed to the next session of the Diet.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

LONDON, 18th February, 8.15 p.m.

THE PUNISHMENT OF OFFICIALS.

In the House of Commons Mr. Dillon asked whether the Powers were pressing China to order four officials to commit suicide. Viscount Cranborne replied, No; the Powers were urging the application of the death penalty to several officials.

WALDERSEE PREPARING A LARGE EXPEDITION.

A New York despatch states that Count von Waldersee is preparing an eighty days' expedition. The Commander-in-Chief says that it will probably be necessary to resume military operations on a large scale, especially in a westerly direction.

LONDON, 19th February, 7.50 p.m.

THE PROTECTION OF LEGATIONS.

Replying to Mr. Dillon, Viscount Cranborne stated that the Government was undecided as to the measures to be taken for the protection of the Legations at Peking, but was fully conscious of the expediency of keeping the arrangements within reasonable bounds.

STATES PROTEST AGAINST WALDERSEE'S EXPEDITION.

Mr. Conger has been instructed to protest against Count von Waldersee's projected expedition. General Chaffee has been instructed not to participate in it.

REUTER'S SERVICE.

LONDON, 17th February.

THE OPERATIONS IN SOUTH AFRICA.

General Smith-Dorrien has occupied Amsterdam. There was continuous fighting at Philippstown on Wednesday and Thursday, and the Boers are now in full retreat to the westward, pursued by Col. Plimmer.

Lord Kitchener wires from De Aar that De Wet crossed the railway on the 15th closely followed by Col. Plimmer, who had captured many waggons, a maxim gun, and 150 horses. The British were still in close pursuit.

LONDON, 18th February.

RUSSIA AND THE UNITED STATES.

The United States have imposed countervailing duties on Russian bounty-fed sugar and Russia has retaliated by increasing the duty in American steel. A grave crisis in the trade relations of the two countries is feared.

BRITISH SOUTH AFRICA.

De Wet's force numbers 3,000 with two guns. The Plague is increasing at Capetown.

WATCHMAKER'S SHOP ROBBED IN QUEEN'S ROAD.

Messrs. Droz & Company, watchmakers, Queen's Road Central, have been made the victims of a rather daring burglary. In common with other shops in the city, they observed Tuesday, (Chinese New Year) as a half-holiday, closing at one o'clock. The shutters were put up, and everything left snug and safe. When the shop was re-opened this morning it was found that the window had been broken and a number of watches stolen. The means adopted by the burglar or burglars were very simple. Probably choosing a time when the street was deserted, a stick or some other instrument had been driven through the watchman's hole in the shutter into the pane of glass, shattering it. The burglar had then inserted his hand, and, possessing himself of every watch within reach, cleared off in safety. Fortunately the watches stolen are not valuable, costing only from three to five or six dollars each. The number stolen, however, brings the loss up to about \$150, probably more. The police were immediately informed, and every effort is now being made to trace the culprit.

LATEST STEAMER MOVEMENTS.

The T. K. K. steamer *Hongkong Maru*, with mails, &c. left Shanghai for this port on Tuesday morning, 19th inst., at 9 a.m.

The N. Y. K. steamer *Rosetta Maru* (Australian Line) left Nagasaki for this port on the 18th inst., and is expected to arrive here on the 21st inst., p.m.

The N. Y. K. steamer *Kure Maru* (Australian Line) left Nagasaki for this port on the 18th inst., and is expected to arrive here on the 22nd inst., a.m.

The C. & O. steamer *Strathgyle* left San Diego on the 18th inst. for Hongkong via Yokohama

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the Monthly Meeting of the Committee of the Hongkong General Chamber of Commerce, held at the Chamber Room, City Hall, at 11.30 a.m. on the 14th February, 1901, Present:—Hon. E. M. Gray (Chairman), Hon. J. J. Kowick (Vice-Chairman), Messrs. A. Haupt, Sir Thomas Jackson, Knt., Dr. T. Law, A. M. Marshall, C. S. Sharp, N. A. Sibson, Hon. J. Thurstan (ex officio), and R. C. Wilcox (Secretary).

The Minutes of the previous Monthly Meeting (held 7th January) were read and confirmed. RESOLUTION OF MEMBERS.

The Secretary reported that Messrs. U. Narayana & Co. had resigned membership of the Chamber, stating that they were closing up business.

THE TRANSIT OF PRODUCE IN CHINA. Read letter from Hon. Secretary of China Association, dated 14th January, stating that a letter had been received from Mr. Kopsch, suggesting that the Association should advocate the extension of the so-called Chinkiang Rules respecting the transit of produce to all Treaty Ports, and asking if the Chamber would forward its views regarding the proposal to the Association.

The Secretary said he had acknowledged receipt of the letter, and stated that, so far, no copy of Mr. Kopsch's letter had reached the Chamber.

Decided to endeavour to procure a copy of the letter in question.

THE PUBLICATION OF QUARANTINE NOTICES. A letter having been received on the 14th January, signed by several of the Shipping Firms, calling attention to heavy fines recently inflicted on steamers arriving from Singapore for technical or unintentional infringements of quarantine regulations.

The Government was, on the 22nd idem, addressed on the subject, the Chamber urging that greater publicity be given to quarantine notifications than that afforded by the *Gazette*, and asking for a mission or reduction of the fines inflicted by the Police Magistrate.

In reply, the Government declined to consider the notice given as insufficient and urged that it was the duty of those connected with shipping to make themselves acquainted with the notifications in the *Gazette*.

Further correspondence had followed, and the Chamber extended that as some steamers calling at Singapore en route for this port or China had no copies of printed copies of notices affecting them should be sent on board each steamer.

PROPOSED REGISTRATION OF PARTNERS IN CHINESE FIRMS.

In response to an invitation from H. E. the Governor, the Committee had nominated Mr. Robert Shaw to represent the Chamber on a Committee to consider the advisability of introducing a Bill for the registration of partners in Chinese firms, and on information had since been received from the Colonial Secretary of that gentleman's appointment to this matter.

Hon. J. Thurstan said he had been appointed a member of the Committee, which included three Chinese, and of which Mr. Seacombe Smith had been named Chairman. He had not heard yet when the Committee would commence its sitting.

CHINESE TARIFF REVISION.

Read letter from Sir Ernest Satow, H. B. M.'s Minister in Peking, in reply to Chamber's letter of the 18th December last, stating that he will be glad to receive an expression of the views of the Chamber, adding that it was improbable the question of the receipt of the tariff would come under immediate consideration.

Some discussion ensued on this matter, and ultimately it was decided to write to Sir E. Satow and give him the view held by the Chamber on the subject generally, asking him at the same time to be good enough to submit to the Chamber the propositions made with regard to alteration of the tariff. It was also decided to exchange notes on the subject with the Shanghai Chamber.

THE FUNERAL OF QUEEN VICTORIA.

It being felt strongly by the Committee that on Saturday the 2nd February, the day fixed for the funeral of Her late most Gracious Majesty the Queen, all business should be suspended, a letter was, on the 28th January, addressed to the Government suggesting that the day be observed as one of national mourning, the Public Offices closed, and all business suspended in token of respect for the memory of the deceased Sovereign.

A reply was received on the 30th idem, stating that H.E. the Governor had directed that the 2nd February should be observed as a day of public mourning and that all Public Offices be closed.

A wreath was, on the 2nd February, placed at the base of the Queen's Statue as a tribute from the Chamber.

PROPOSED BILL FOR REGISTRATION OF SERVANTS.

Read letter dated 6th February from Colonial Secretary transmitting Copy of one from the Captain Superintendent of Police recommending that the provisions of Ordinance No. 7 of 1886 relating to the registration of servants be re-enacted with the addition of a provision to the effect that servants must, when applying for registration, supply two photographs of themselves, one to be filed in the register and the other to be attached to the certificate of registration. The opinion of the Committee as to whether it would be to enact the above law, with certain penalties for non-compliance, was requested by the Government.

After considerable discussion on the subject, it was decided unanimously to reply to the effect that the committee considered the proposed legislation impracticable.

THE DISINFECTING BUREAU AND CHINESE EMIGRATION.

Read letter dated 6th February signed by all the Shipping Firms in the Colony, interested in emigration to the Straits Settlements, calling attention to the fact that to meet the requirements of the U.S. Government for the disinfecting and fumigation of native crews and emigrants from this port, a Fumigating and Disinfecting Bureau has been established here, under European supervision, and requesting the Chamber to bring the circumstances to the notice of the Hongkong Government, to the end that the Government of the Straits Settlements be asked to open their ports, at least to a limited extent, to Chinese emigration from this port during the summer, provided that all such emigrants are properly disinfected and their baggage fumigated to the satisfaction of the local Health Officer.

Draft letter to the Government on the subject considered and adopted.

REVISED FRENCH CUSTOM TARIFF AND COLONY PRODUCE.

Read letter from Colonial Secretary, dated 9th February, transmitting, for the information of the Chamber, copy of circular despatch from the Secretary of State for the Colonial Office to the Foreign Office, in which it is suggested to Lord Lansdowne that as the ports of the Straits Settlements and Hongkong are free to French produce, it might be represented to the French Government that exceptionally favourable treatment should be accorded to all

NEW ADVERTISEMENTS

A JUNIOR ENGLISH CLERK (beginner) for a Merchant's Office. Apply, with references, to—
C. R. A.,
Care of Daily Press Office,
Hongkong, 21st February, 1901. [540]

NOTICE TO MARINERS,
No. 357.

CHINA SEA.

TIENTSIN DISTRICT.
INTENDED ALTERATION TO TSAO-FEI-TIEN LIGHT.

NOTICE is hereby given, that, in or about April next, the present Sixth Order Fixed Light at this station will be replaced by a Group-flashing Light of the Fourth Order, showing two white flashes in quick succession every twenty seconds.
The old Light will be continued till the new one is lighted.
By Order of the Inspector General of Customs.
A. M. HSBEE,
Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 13th February, 1901. [541]

THE JELUBU MINING AND TRADING COMPANY, LIMITED.

NEW ISSUE OF SHARES.

NOTICE is hereby given that at an Extraordinary General Meeting of the above Company held in the Registered Office of the Company, at 16, Collyer Quay, Singapore, on the 9th day of February, 1901, the following resolution was carried unanimously:

RESOLUTION.

That the Capital of the Company be increased to \$300,000, for the creation of 15,000 new Shares of \$5 each, and that it be a direction to the Directors of the Company that such Shares shall be issued to such members of the Company as shall apply for the same before the 28th day of February, 1901, and shall at the time of application deposit with the Company, or one of the local banks, their share Certificates or Share Warrants in proportion of the amount of capital held by them, and subject to that direction or so far as the same shall not extend; such New Shares shall be issued to such persons and on such terms and conditions as the Directors shall think fit.
An APPLICATION is now invited from Shareholders and others for the new issue of Shares. Shareholders complying with the conditions stated in the foregoing Resolution are entitled to subscribe for one New Share for every three Shares deposited by them in the old issue, but should they remain any balance of the New Shares beyond what the Directors are bound to allot, they will be allotted to Shareholders or to Non-Shareholders sending in applications, but preference will be given to Shareholders in the allotment of such balance.
The full amount of \$5 per Share will be payable on allotment.
Applications for Shares from Shareholders in the Straits Settlements and Federated Malay States will be received at the office of the General Agents, 16, Collyer Quay, Singapore (following the conditions as mentioned in the foregoing Resolution) up till the 28th day of February, 1901. Applications from Shareholders in China will be received up till the 14th day of March, 1901, provided the same are posted on or before the 28th day of February, 1901.
By Order of the Directors.
SYME & CO.,
General Agents.
Singapore, 12th February, 1901. [542]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE. (Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, VENICE, and ADELPHI PORTS.)
The Company's Steamship
"MORAVIA,"
Captain Calabrese, will be despatched as above on THURSDAY, the 21st inst., P.M.
Sails and Vouchers are transhipped on arrival at Bombay into an accelerated liner.
For information as to Passage and Freight, apply to
SANDER, WIELEH & CO.,
Agents.
Hongkong, 21st February, 1901. [G]

OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamer

are hereby notified that the Cargo is being discharged into Crates, and/or landed at the Godowns of the Kowloon Godown Co.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Crates or Godown on and after the 22nd inst.
Optional cargo will be landed unless notice has been given prior to steamer's arrival.
Goods undelivered after the 27th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 1st March.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 20th February, 1901. [15]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.
FROM TRIESTE, FIUME, PORT SAID, COLOMBO, PENANG AND SINGAPORE.
The Steamship
"CHINA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.
Optional Cargo will be discharged here unless notice to the contrary be given immediately.
No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 27th of February, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th of February will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELEH & CO.,
Agents.
Hongkong, 20th February, 1901. [18]

NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"CHELYDRA,"
Captain Cox, will be despatched as above on TUESDAY, the 26th instant at 11.30 A.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 21st February, 1901. [543]

FOR SWATOW, AMOY, AND TAIWANFOO.
THE Company's Steamship

"AKASHI MARU,"
Captain K. Sudo, will be despatched for the above ports on WEDNESDAY, the 6th March, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 21st February, 1901. [18]

NOTICE.

TENDERS are hereby called for the ERECTION OF BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, particulars of which may be seen at the Office of
Messrs. GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 14th February, 1901. [538]

FIRST CLASS STENOGRAPHER
DESIRES SITUATION.
40 Days' notice required.
Reply to—
H. U.,
Care of Daily Press Office.
Hongkong, 19th February, 1901. [533]

WANTED by end of the year a 5-7 ROOMED HOUSE, if possible with Small Garden, Ground, and on several years' Lease. Kowloon no objection.
Apply to—
"GARDEN,"
Care of Office of this Paper.
Hongkong, 16th February, 1901. [516]

LARGE GODOWN WANTED for STORAGE OF COAL.
State situation, size, rent, &c.
E. L.,
Care of Office of this Paper.
Hongkong, 14th February, 1901. [508]

A EUROPEAN is willing to give her SERVICES in return for PASSAGE to ENGLAND in the Spring.
Address—
E.,
Care of Daily Press Office.
Hongkong, 13th February, 1901. [497]

WANTED.
BY A YOUNG MAN, EVENING WORK, whether in the line of Bookkeeping, Revising of Accounts, Typewriting or General Office work. Hours—5.30 to 8 o'clock.
Apply to—
M. A. C.,
Care of Office of this Paper.
Hongkong, 6th February, 1901. [425]

EUROPEAN STOREKEEPER and CLERK. Must have good references. Apply stating age to—
"Z,"
Care of Daily Press Office.
Hongkong, 13th February, 1901. [501]

BACHELOR Requires next month FURNISHED SITTING, BED and BATH ROOMS with Board, or would tiffin out.
Address—
BACHELOR,
Care of Daily Press Office.
Hongkong, 12th February, 1901. [491]

THE TANJONG PAGAR DOCK COMPANY, LIMITED, SINGAPORE.

WANTED—An ASSISTANT MANAGER. Salary \$750 per month, with free furnished House.
Applications and Copies of Testimonials to be sent to the undersigned.
Appointment to be taken up as soon as possible.
THOS. SCOTT,
Chairman.

WANTED—A CIVIL ENGINEER one who has had experience in building Wharves and Docks preferred.
Applications and Testimonials to be sent to—
THOS. SCOTT,
Chairman.

SINGAPORE MUNICIPALITY.

THE MUNICIPAL COMMISSIONERS of SINGAPORE require the Services of a CLERK of WORKS on the projected extension of the Water Works into Kalang Valley.
The Salary of the Post will be from \$175 to \$250 a month, with Unfurnished Quarters.
Applicants must be competent Surveyors and Jockeys, and preference will be given to those who have had experience in Tunnel Work.
Applications, which will be received up till 25th February, should state age, qualifications and previous experience; be accompanied by copies of not more than four testimonials, and addressed to the undersigned, from whom or from Mr. S. TOMLINSON, Memb. Inst. C.E., Municipal Engineer, Singapore, further particulars may be obtained.
By Order.
J. POLGLASE,
Municipal Secretary.
Municipal Office,
Esplanade, Singapore, 22nd January, 1901. [406]

REQUIRED by a First Class Mercantile House in Hongkong, an Experienced Man of Business to act as COMPTROLLER. The Highest References required. No one need apply unless he is prepared to give substantial security in the sum of \$100,000. Apply in writing to—
Messrs. JOHNSON, STOKES & MASTER,
12, Queen's Road Central.
Hongkong, 16th February, 1901. [517]

CARBOLINEUM-AYENARIUS
USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.
Sole Agents for China,
LUTGENS, EINSTAMM & CO.,
Hongkong, 31st August, 1897. [372]

ENTERTAINMENTS

HARMSTON'S CIRCUS
AND
ROYAL MENAGERIE.

TO-NIGHT! TO-NIGHT!!
A TRIUMPHANT SUCCESS.

Our Magnificent Stud of Horses in the Realistic
STEEPLE CHASE,
Introducing the Entire Company.

MATINEE TO-DAY MATINEE
AND EVERY DAY AT 3.30 P.M. DURING CHINESE HOLIDAYS.

TO-MORROW (FRIDAY) EVENING,
FEBRUARY 22ND.
COMPLIMENTARY BENEFIT TO
MRS. HARMSTON LOVE.

A HOST OF NOVELTIES.

GENTLEMAN RIDER'S NIGHT.
A Handsome Trophy to the best Gentleman Rider over our Steeplechase Course on our horses to be drawn on the Evening it takes place. OPEN TO ALL GENTLEMAN AMATEURS. Gentlemen intending to compete will kindly notify by letter addressed to MANAGER, CIRCUS, CONNAUGHT HOUSE.

TUG-OF-WAR.
A prize of \$50 will be given for a decision between the ROYAL GARRISON ARTILLERY and H.M.S. "CENTURION" (STOKERS' TEAM).

Box Office Plan—ROBINSON PIANO CO., Queen's Road.
POPULAR PRICES.
SOLDIERS and SAILORS of ALL NATIONALITIES admitted to CHAIRS and STALLS HALF-PRICE.

THEATRE ROYAL.
Under the Management of Mr. C. T. ROBINSON.
28th FEBRUARY, 1st & 2nd MARCH.
PRIZES OVER \$2,000.

GIGANTIC ENTRIES.
FEATHER WEIGHTS (126 lbs.)
T. Lawless, Band, R.W.F., v. D. Davis, E. Co. R.W.F.
J. H. Brinn, U.S.S. Brooklyn, v. J. Jago, H.M.S. Centurion.
T. Mathews, Band, R.W.F., v. C. A. Bowley, Taikoo Sugar Refinery.
J. Veir, H. M. Naval Yard, v. W. H. Croasy, Soigo Train.
Eservos—Tim Bailey, H.M.S. Undaunted, and H. K. Bonedios.
LIGHT WEIGHTS (140 lbs.)
T. Baddley, Bopper, R.E., v. W. Thomas, B Co. R.W.F.
T. Phillips, H.M.S. Argonaut, v. J. Sandford, B Co. R.W.F.
Geo. Smith, H.M.S. Centurion, v. W. Foster, R.M.L.I. H.M.S. Terrible.
T. Harvey, R.M.A. H.M.S. Tamar, v. J. Kinser, U.S.S. Pennsylvania.
Reserves—W. Barrett, Sapper, R.E.; P. B. Moore, A.O.C.; C. Morris, E. Co. R.W.F.; Sergt. Davis, R.W.F.
MIDDLE WEIGHTS (155 lbs.)
Thos. Phillip, H.M.S. Argonaut, v. W. S. Bailey, Hongkong.
E. Mansford, H.M.S. Argonaut, v. J. Burns, U.S.S. Albany.
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Reserves—W. Barrett, Sapper, R.E

INTIMATIONS. EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
16, Queen's Road Central
(R. Houghton & Co.)
(Nearly opposite the Hongkong Hotel).
Business Hours: 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eye—the many years of "Eye Strain" ending in serious forms of disease. Glasses especially adapted in youth to those requiring them save and preserve the sight.
Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together, any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVISE FREE. [77]

QUAN WAH & CO.,
DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS
DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899. [243]

INSURANCES

"L'UNION"
FIRE INSURANCE COMPANY, Ltd.
(Established 1828).

The Undersigned, having been appointed
GENERAL AGENT for the above
Company, is prepared to ACCEPT RISKS
at current rates.
Claims settled direct without reference to the
Head Office.
A. R. MARTY,
Agent.
Hongkong, 1st August, 1900. [704]

"L'URBAINE"
FIRE INSURANCE COMPANY, Ltd.
(Established 1838).

The Undersigned, having been appointed
GENERAL AGENT for the above
Company, is prepared to ACCEPT RISKS
at current rates.
P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [439]

SALAMANDER FIRE INSURANCE
COMPANY.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at current rates.
HOTZ, S. JACOB & CO.
Hongkong, 2nd April, 1900. [33]

NORTH BRITISH AND MERCANTILE
FIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899
£14,409,089.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
II. SUBSCRIBED CAPITAL... 2,750,000 0 0
III. PAID-UP CAPITAL... 687,500 0 0
IV. FUND FUND... 2,731,183 13 7

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at current rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 22nd June, 1900. [1872]

SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at current rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [30]

TRANSATLANTIC FIRE INSURANCE
COMPANY OF HAMBURG

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at current rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1892. [29]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-CHAPPELLE

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at current rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [14]

PHENIX FIRE OFFICE

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at current rates.
DOUGLAS LARRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897. [32]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA
INCORPORATED 1851.

CAPITAL... £2,410,000.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at current rates.
Wm. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [1512]

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG

The Undersigned AGENTS of the above
Company are prepared to ACCEPT First
Class Foreign and Chinese Risks at current
rates.
SIEMSEN & CO.
Hongkong, 20th May, 1895. [131]

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SPORT AND ANECDOTE.

By an Old Foetus

THE ENGLISH FOOTBALL CUP AND ITS EFFECTS.

We shall soon be in the throes of the struggle for the Cup of the Football Association—than which no trophy has to my mind, ever had such an influence on any particular sport. One has only to look at the present condition of the Rugby game to understand what the absence of such a piece of plate has meant. So far as the country at large is concerned, Rugby football has been the cause of the division of the English people, as I have before explained, and England has no chance of coping with such enthusiastic and united forces as the little Principality, gallant Wales, as the rushing Irishmen, who sweep down on their opponents like a whirlwind, and as the sturdy Scotchmen, who pick their antagonists up, and dump them on the ground as if to shake the very life out of them. Mr. Rowland Hill, and all the honourable men who have been associated with him in the control of the handling game, as it is termed, have resolutely refused to establish either a national cup or a League, as they honestly believe that both tend towards the development of professionalism. They are conscientious sportsmen, and one has no right to object to their attitude so far as they are personally concerned. But we have to look at the welfare of a great game, and under their system of government Rugby football has not prospered. The Rugby Union might not inaptly be compared with a stagnant pool, while the Football Association is the mighty river rushing seaward. The Rugby code in England will, in my opinion, eventually be confined to the upper classes, to university students, and to schoolboys. The Northern Union and the Football Association have the masses at their backs.

CUP WINNERS IN THIS YEAR'S DRAW.
Beyond all doubt the English Cup, as it is popularly termed, although the word "English" is a misnomer, precipitated professionalism. The Cup was the cause and the League the effect of professionalism. When provincial clubs were formed and took up the dribbling game, the Cup was the cynosure of all eyes. They fixed their eyes on this piece of plate, and like a will o' the wisp it led them hither and thither. The quest for the trophy brought "the crowd" and these large gatherings meant money beyond the dreams of avarice. How could this golden harvest be better employed than by securing McIlwain, or McPherson, or both, to enable them to vanquish their great rivals at Podgegton? In this respect the English Cup has, in the view of the Rugby Union, been a great "evil," but according to the Football Association's idea of matters, such a sum as £25 was never invested to such advantage. The English Cup popularized Association football—and virtually made the game what it is to-day, whether for good or for ill. Perhaps it is needless for me to say that I do not agree with the view of the Rugby Union—and even now the establishment of a national trophy would kindle the dry bones of club football into life among the "handicappers." They have their county and district competitions, and why they should not have a trophy open to all the country passes one's comprehension. However, passing from such controversial matters we proceed to gossip garrulously on the draw for the first round of the National Cup, which has to be played next Saturday. Of the thirty-two clubs—Sheffield United, Nottingham Forest, Notts County, Wolverhampton Wanderers, West Bromwich Albion, Blackburn Rovers, Aston Villa, Preston North End, Sheffield Wednesday, and Burnley—have held the coveted silver urn, which in itself is quite an insignificant trifle. These ten clubs represent the best of modern English football if we except Sunderland, of whom none are now.

Let us glance rapidly at these ten Cup winners. Sheffield United were really brought into existence owing to Preston North End and West Bromwich Albion playing their semi-final for the Cup at Bramall Lane on March 6, 1899. This fired a few gentlemen with the idea that the Cutlery Metropolis ought to have a club quite representative of the city, for at that time they considered that Sheffield Wednesday was only a second-rate organisation. Despite the most strenuous opposition Sheffield United was founded, and prospered largely owing to the great energy of Mr. H. H. Stones, who is the assistant secretary to the Yorkshire Cricket Club. Moreover, the United won the Cup within ten years of their establishment, after a tremendous series of struggles, especially with Liverpool, whom they met four times in the semi-final stage—the total gates being £3,156. But having routed Tom Watson's boys the Sheffield combination made short work of Derby County in the final, which was played in the presence of 73,811 people, and this is the record gathering for English football. Maybe it represents the high-water mark of the game, for last year the attendance showed a decline of 5,000. My old friends, Nottingham Forest, took the trophy in 1898, after trying for twenty-one years—so that no one could grudge them their success at last. Even then I do not think that the team which won the Cup or that the eleven which today looks like securing the League championship this season, is as clever as the native-born Nottingham Forest team of 1878 and 1879, which was then about the best in England, if it did not win the Cup. Then Notts County were the victors in 1894, and at that time they belonged to the Second Division of the League. They have shed a lustre on the Second Division, for no other club in this class has had such a remarkable triumph. Still there is no denying that for six weeks, in that season Notts County were the finest team in the country, and that six weeks elapsed to fall just in the springtime when the Cup struggle was in progress.

THE ENGLISH FOOTBALL CUP AND ITS EFFECTS.

"BLACK COUNTRY."

Then in 1893—I am taking the dubs in the order of the draw—Wolverhampton Wanderers went to Fallowfield, on the outskirts of Manchester, and conquered Everton by 1-0. This is a notable final, inasmuch as it was the first played out of London, when the Surrey cricket club refused to allow football to be played any longer on Kennington Oval. There was a terrible fiasco at Fallowfield, for the ground was quite incapable of accommodating the people who wanted to see, and of even giving a view of the game to those who had been admitted. However, the tie was decided, and Wolverhampton won with eleven English lads, six of whom were born within half a dozen miles of the club's headquarters. I lay stress on the fact of the "Wolves" being all Englishmen because Everton had so many highly-paid Scottish mercenaries in their ranks. However, English muscle and English skill prevailed, as was the case when West Bromwich Albion in 1888 surprised the world, and Preston North End in particular, by defeating them 2-1 in the final. This was the great match which brought fame to William Imlah Bassett, the right wing forward, and Robert Roberts, the goalkeeper, who would have made a fine Life Guardsman. It was on this occasion that Major Sudell wanted the North End team photographed with the Cup in their possession before they had won it. The late Sir Francis Marindin smiled at the said "Mr. Sudell. I really think that you had better wait it before posing for the photographer." The Albion, which was essentially a working man's club, received congratulations from all over the world. One telegram came from Kansas City—which only shows how universal is the interest in the destination of the Cup. Of course the good name and the fame of the Blackburn Rovers rests mainly upon their five victories in final ties for the English Cup, for as League the Rovers have been signal failures. The redoubtable Rovers share the distinction of five Cup triumphs with the Wanderers, but as Jimmy Brown, the Rovers' captain, said to Major Marindin at the Oval, winning the Cup in the "eighties" was a very different thing from doing so in the early "seventies." One of the old Rovers, Jimmy Forrest, the testet half-back, shares with Lord Kinnaird the distinction of being the only men who can each show five English Cup medals. Of course, Forrest carried all these emblems in the light blue colours of the Rovers, but his lordship secured three with the Wanderers and two with the Old Etonians. By the way, the Blackburn Rovers last Monday won the Lancashire Cup for the sixth time in their history, when they beat Burnley by 4-0. Indeed, the Rovers have this season played so well in their country competition that they are likely to beat Woolwich Arsenal next Saturday, and with a little luck they might travel a long way in the National struggle. Lovers of football would be delighted to see them annex the Cup for the sixth time, and thus establish a fresh record.

A TALE OF PRESTON NORTH END—HOW DRUMMOND AND RUSSELL SPOOLED THE POLICEMAN.

By no means the least famous of the ten Cup winners in this year's draw are Aston Villa and Preston North End, the only clubs who have won the League championship and the English Cup in the same season. Preston North End accomplished this feat in the season of 1888-89, when they never lost a League match, and they never had a goal scored against them in the Cup competition. Dr. Mills-Roberts, the Welsh International, being the custodian of these great ties, as James Trainer was not qualified, lacking a few months' residence. At that time Preston North End were the great magnets of football. After winning the Cup in 1889, Mr. Sudell had an invitation to pay a visit to the Linfield Athletic—a club in Belfast, there being only one stipulation, and that was that they must take the English Cup across the Channel with them, so that Irishmen could gaze upon it with reverential eyes and could say that the trophy had been in "Ould Ireland." Save for one player Mr. Sudell took the same team that had won the English Cup; but that exception was no less a personage than Johnny Goodall, who, the day previous, had made up his mind to leave Preston and go to Derby County. Now at that time the irrepressible, volatile George Drummond and that remarkable centre half-back, Davy Russell, were the life and soul of the North End team of the field. They never made a journey without these two being the providers of the fun. The North End turned into their berrils in excellent time so as to be up with the lark and enjoy the pleasant sail up Belfast Lough in the morning. As the ship neared the quay side, "Geordie" and "Davy" began one of their usual bogus rows, kicking and fighting one another as though in deadly conflict. Indeed any one not in the secret would have thought they were having a terrible rummage. As the vessel was being moored the acting was better than ever and one of the Royal Irish Constabulary who was on the wharfside called all the team cowards for not interfering and separating those men. The gangway was slung ashore, and the first man to spring over the handrail on to the quay was the constable, who rushed on to the deck and got

between Drummond and Russell to separate them, as he thought. With this "butterfate" Geordie and Davy went at it hammer and tongs, harder than ever. They relished the joke exceedingly, and the poor policeman got a bit of a shaking. Thinking that this horse-play had gone quite far enough Mr. Sudell stopped the proceedings and explained to the "poor peeler" the proclivities of these practical jokers. The constable looked so sheepish when he saw how he had been hoodwinked, and he retraced his steps down the gangway amidst much chaff from both the passengers and the sailors. Moreover, the policeman was so crestfallen at being deceived in this manner that he refused a "tip" of half a sovereign that was offered him to assuage his wounded feelings. Drummond was the greatest cure I ever came across. I remember when Wharton, the African, for he was born at Accra, kept goal for the North End, someone asking him who he was and what he was. "Oh," said Drummond, "he's a shoe-black," and then he proceeded without the slightest respect of persons to chaff "The Majaw" as he always called Major Marindin. The North End were a great team—the greatest eleven I ever saw—and they had a lively lot of boys in their ranks. I could not help feeling sorry when Aston Villa in 1897 equalled the record of Preston by winning both cups, and I told John Reynolds, the half-back, of my regret when I met him in London on the day the "Villans" had won the English Cup. Moreover Reynolds was very much annoyed with me for what he considered my lack of appreciation, and he urged that the Villa had accomplished even more than the North End because teams were more on an equality in 1897 than they were in 1889—and perhaps he was right.

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FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the place, its History, Topography, &c., &c. The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

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VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	To-day, at 10 A.M.
LONDON	ALBION	Brit. str.	—	Pulford	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON &c. via Ports of Call	PARAKATTA	Brit. str.	—	C. T. Denny, R.N.R.	P. & O. S. N. Co.	On 2nd Mar., at Noon.
LONDON	LYON	Brit. str.	—	Robinson	BUTTERFIELD & SWIRE	On 5th Mar.
BREMEN	DRUCAMON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th Mar.
BREMEN, via Ports of Call	KRAUTHOU	Ger. str.	—	W. Thompson	MELCHERS & CO.	On 6th Mar., at Noon.
MARSEILLES, LONDON, ANTWERP, S. POPE, &c.	SADO MARU	Jap. str.	—	Ode	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
MARSEILLES, via Ports of Call	ERIDAN	Fren. str.	—	Berg	MELCHERS & CO.	On 23rd inst., at 1 P.M.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS	ANNAM	Ger. str.	—	French	CARLOWITZ & CO.	Quick despatch.
HAVRE, BREMEN & HAMBURG	FREIBURG	Ger. str.	—	S. Binzer	CARLOWITZ & CO.	On 5th Mar.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	—	CARLOWITZ & CO.	On or about 15th Mar.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 15th Apr.
HAVRE & HAMBURG	JAMBERG	Ger. str.	—	Schiffke	CARLOWITZ & CO.	On or about 15th Apr.
HAVRE & HAMBURG	SARINIA	Ger. str.	—	Calabrese	SANDER, WIELER & CO.	On 28th inst., P.M.
TRIESTE, &c. via Ports of Call	MORAVIA	Brit. str.	—	—	DODWELL & CO. LIMITED	Quick despatch.
NEW YORK via Ports & Suez Canal	ALBIONA	Ger. str.	—	Peterson	CARLOWITZ & CO.	On or about 9th Mar.
VANCOUVER, via SHANGHAI, &c.	EXPRESS OF JAPAN	Brit. str.	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 13th Mar.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	TACOMA	Brit. str.	—	A. Dixon	DODWELL & CO. LIMITED	On 1st Mar.
PORTLAND, OREGON, &c. via JAPAN, &c.	GALIC	Brit. str.	—	Peterson	ARNOLD, KARBEG & CO.	On or about 10th Mar.
SAN FRANCISCO via AMOY, &c.	HONGKONG MARU	Jap. str.	—	—	O. & O. S. N. Co.	On 2nd Mar., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	CHINA	Brit. str.	—	—	PACIFIC MAIL S.S. CO.	On 12th Mar., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	STREATHLEY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th Mar.
AUSTRALIAN PORTS	CHAMUSHA	Brit. str.	—	C. W. Haswell	NIPPON YUSEN KAISHA	To-day, at Noon.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	Ellis	GIBB, LIVINGSTON & CO.	On 23rd inst., at 4 P.M.
AUSTRALIAN PORTS	BAHRAIN	Brit. str.	—	R. Mayer	SANDER, WIELER & CO.	On 27th inst., at Daylight.
YOKOHAMA & KOBE	CHONGT	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, P.M.
KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	—	N. Tait	NIPPON YUSEN KAISHA	On 23rd inst.
NAGASAKI, KOBE & YOKOHAMA	HUNAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	KWANGSE	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI	LOONGMOON	Ger. str.	—	Knapp	EAST ASIATIC TRADING CO., LD.	To-morrow.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ANNAM	Fren. str.	—	Peyronnet	MELCHERS & CO.	On or about 24th inst.
SHANGHAI & JAPAN	BOMBAY	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	On or about 28th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	PLASSY	Brit. str.	—	C. F. Preston, R.N.R.	P. & O. S. N. Co.	On or about 3rd Mar.
SWATOW, AMOY & FOCHOW	BAHRAIN	Ger. str.	—	H. Bleeker	MELCHERS & CO.	Quick despatch.
SWATOW	HATIAN	Brit. str.	—	Rench	DOUGLAS LAFRAIK & CO.	To-morrow, at Daylight.
SWATOW, AMOY & TAMBUI	THALIS	Brit. str.	—	Relson	DOUGLAS LAFRAIK & CO.	On 23rd inst., at Daylight.
SWATOW, AMOY & TAIWANPOO	FORKES	Brit. str.	—	Hodgins	DOUGLAS LAFRAIK & CO.	On 24th inst., at Daylight.
TAMUI via SWATOW & AMOY	AKASHI MARU	Jap. str.	—	K. Suzuki	DOUGLAS LAFRAIK & CO.	On 24th inst.
MANILA	CHAMUSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at Noon.
MANILA	GLENTURRETT	Brit. str.	—	—	McGREGOR BROS. & GOW	To-morrow, at 10 A.M.
MANILA	LOONGSANG	Brit. str.	—	Weigall	JARDINE, MATHESON & CO.	To-morrow.
MANILA	SUNGIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 5 P.M.
MANILA	PERLA	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & CO.	On 23rd inst., at 4 P.M.
MANILA	KASUGA MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 26th inst., at 11:30 A.M.
SINGAPORE, PENANG & CALCUTTA	CHELDRA	Brit. str.	—	Cor	JARDINE, MATHESON & CO.	

SHIPPING.

ARRIVALS.
Feb. 18, GABRIC, British str., 2,690, Wm. Finch, R.N.R., from San Francisco 16th Jan. and Shanghai 16th Feb., Mails and General.—O. & O. S. N. Co.
Feb. 19, TAILER, German str., 328, S. Calender, Saigon 14th February, Rice.—MEYER & CO.
Feb. 19, SHANGHAI, British str., 2,163, A. P. Street, Yokohama 4th February, General.—P. & O. S. N. Co.
Feb. 19, HAILAM, French str., 377, Morles, Paolet and Hainan 18th February, General.—A. R. Baker.
Feb. 19, CANTON, German str., 1,110, Lawrence, Saigon 14th February, Rice.—JARDINE, MATHESON & CO.
Feb. 19, CHINGTUNG, German str., 1,049, S. Newman, Chinkiang 14th February, General.—CHINESE.
Feb. 19, CHINGTUNG, British str., 2,200, J. E. Williams, Sydney 25th January, General.—BUTTERFIELD & SWIRE.
Feb. 19, PETRIANA, British str., Snipe, Balik Papan, 7th February, Kerosene.—ARNOLD, KARBEG & CO.
Feb. 19, COMETIS, French gunboat, 1,155, Louel, Amoy 18th February.
Feb. 20, SACHSEN, German str., 3,119, E. Conzelmann, Shanghai 18th February, General.—MELCHERS & CO.
Feb. 19, HAILONG, British str., 783, Bathurst, Hainan and Hainan 18th Feb., Rice.—DOUGLAS LAFRAIK & CO.
Feb. 19, VALE OF DOON, British barque, 669, J. Peterson, Rajahmundry 8th Jan., Timber.—SANDER, WIELER & CO.
Feb. 20, EMPRESS OF JAPAN, British str., 3,093, H. Pybus, Vancouver 28th Jan. and Shanghai 17th Feb., Mails and General.—C. P. R. Co.
Feb. 20, STRENTON, British str., 4,308, C. Jackson, Liverpool and Singapore 14th Feb., General.—BUTTERFIELD & SWIRE.
Feb. 20, YORKTOWN, U.S. gunboat, 1,710, C. S. Sperry, Manila 17th February.
Feb. 20, FUSHUN, British steamer, 1,600, Lunt, Shanghai 17th Feb., General.—CHINESE.
Feb. 20, CHINA, Austrian str., 3,855, A. Leva, Trieste 10th Jan. and Singapore 14th Feb., General.—SANDER, WIELER & CO.

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KOWLOON DOCK.—S.M.S. *Hansa*, U.S.S. *Isla de Luzon*, *Nanyang*, U.S.S. *Benington*, *Hue*, *Amalanch*, *Hansa*, H.M.S. *Colith*, *Caicre*, COSMOPOLITAN DOCK.—*Hankow*.

VESSELS ON THE BERTH

SHIPPING REPORTS.
The British steamer *Fushun*, from Shanghai 17th Feb., had light to moderate northerly winds and overcast weather.
The British steamer *Hainan*, from Hainan and Hainan 18th Feb., had strong N.E. winds, heavy head sea and cloudy, dull weather from Hainan to port.
The British steamer *Chingta*, from Sydney 25th Jan., Brisbane, 28th, Townsville 31st, Thursday Island 3rd Feb., Port Darwin 7th and Manila 16th, had strong monsoon with hazy weather and heavy sea from Manila to port.

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Hongkong, 19th February, 1901. [506]

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship

"BAYERN."

OF THE NORDDEUTSCHER LLOYD.
Captain H. Bleeker, due here with the outward German Mail about the 21st instant, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars apply to
MELCHERS & CO.,
Agents.
Hongkong, 18th February, 1901. [9]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HATIAN."

Captain Roach, will be despatched for the above ports TO-MORROW, the 22nd inst., at DAYLIGHT.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 19th February, 1901. [538]

GLENE LINE OF STEAMERS.

FOR MANILA.

THE Company's Steamship

"GLENTURRETT"

will be despatched for the above port TO-MORROW, the 22nd inst., at 10 A.M.
For Freight, apply to
McGREGOR BROS. & GOW,
Agents.
Hongkong, 18th February, 1901. [531]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain Weigall, will be despatched as above TO-MORROW, the 22nd inst., at 4 P.M.
This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 16th February, 1901. [521]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA."

Captain R. W. Almond, will be despatched as above TO-MORROW, the 22nd inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 19th February, 1901. [535]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA."

Captain R. Mayer, will leave for the above places TO-MORROW, the 22nd inst., P.M.
For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 12th January, 1901. [6]

FOR SHANGHAI.

THE Steamship

"LOONGMOON."

Captain Knapp, will be despatched for the above port TO-MORROW, the 22nd inst.
This steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
EAST ASIATIC TRADING CO., LD.,
Agents.
Hongkong, 13th February, 1901. [120]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.

FREIBURG	HAVER, BREMEN & HAMBURG	On 5th March.	Freight.
Capt. Proesch	(London with transshipment in Hamburg)	March.	
MARBURG	HAVER & HAMBURG	About 15th March.	Freight.
Capt. S. Binzer	(London with transshipment in Hamburg)	March.	
* SIBIRIA	HAVER & HAMBURG	About 25th March.	Freight and Passage.
	(London with transshipment in Hamburg)	March.	
BAMBERG	HAVER & HAMBURG	About 5th April.	Freight.
Capt. Jacobs	(London with transshipment in Hamburg)	April.	
* SARNIA	HAVER & HAMBURG	About 15th April.	Freight and Passage.
Capt. Schiffke	(London with transshipment in Hamburg)	April.	

* These steamers have superior accommodation for passengers and carry a doctor and a stewardess.
For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO.,
AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.
Hongkong, 12th February, 1901. [8]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
TACOMA	2,811	A. Dixon	March 1
VICTORIA	3,502	J. Pantan	March 8
DUKE OF FIPE	3,821	J. S. Cox	March 15
GLENOGIE	3,750	W. Frakes	March 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.
Excellent accommodation. First class Table. Doctor and Stewardess carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and Tacoma to DYER and St. MICHAEL.

Rates of Passage to other Ports on application.
A Special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO. LIMITED,
General Agents.

Hongkong, 5th February, 1901. [11]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON	SHANGHAI	10 A.M. 21st Feb.	Freight or Passage.
SHANGHAI AND JAPAN	A. F. Street	Feb.	
PAN	BOMBAY	About 25th Feb.	Freight or Passage.
	G.M. Montford, R.N.R.	Feb.	
LONDON, &c.	PARRAMATTA	Noon 2nd Mar.	See Special Advertisement.
	C. T. Denny, R.N.R.	Mar.	
SHANGHAI	PLASSY	About 3rd March.	Freight or Passage.
	C. F. Preston, R.N.R.	March.	

PASSENGER SEASON, 1901.
as. PLASSY 7,240 tons March 30th
as. SOBEAON 7,382 tons April 27th
Without Transshipment.

For Further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent

Hongkong, 19th February, 1901. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	DESTINATIONS.	SAILING DATES.
* KLAUTSCHOU (Norddeutscher Lloyd)	...	WEDNESDAY 6th March.
* BAYERN	...	WEDNESDAY 20th March.
STUTTGART	...	WEDNESDAY 3rd April.
* KONIG ALBERT	...	WEDNESDAY 17th April.
PRINZESS IRENE	...	WEDNESDAY 1st May.
PRINZ HEINRICH	...	WEDNESDAY 15th May.
PREUSSEN	...	WEDNESDAY 28th May.
HAMBURG (Hamburg-Amerika Linie)	...	THURSDAY 13th June.
SACHSEN	...	THURSDAY 27th June.
KLAUTSCHOU (Hamburg-Amerika Linie)	...	THURSDAY 11th July.

* Calling at Amsterdam.

ON WEDNESDAY, the 6th day of March, 1901, at Noon, the Steamship "KLAUTSCHOU," of the Norddeutscher Lloyd, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 4th March; Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 5th March, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 5th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Lines can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 21st February, 1901. [9]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

EMPERESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 14th Mar., 1901
EMPERESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 3rd April, 1901
EMPERESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 24th April, 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in its Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines; which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 14th February, 1901. [10]

NIPPON

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL
LONDON	"ALCINOUS"	Palford	On 23rd Feb.
LONDON	"IXION"	Robinson	On 5th Mar.
LONDON	"DEUCALION"		On 19th Mar.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co.

Hongkong, 13th February, 1901.

[15]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	CHANGSHA	On 21st Feb., at Noon.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHANGSHA	On 21st Feb., at Noon.
SHANGHAI	HUNAN	On 21st Feb., at Noon.
SHANGHAI	KWANGSI	On 22nd Feb., at Noon.
MANILA	SUNGKIANG	On 22nd Feb.
Kobe and YOKOHAMA	CHINGTU	On 25th Feb.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 19th February, 1901.

[16]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW

THE Company's Steamship

"THALES,"
Captain Robson, will be despatched for the above port on SATURDAY, the 23rd instant, at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 19th February, 1901. [539]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"
Captain Hodgins, will be despatched for the above ports on SUNDAY, the 24th instant, at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 19th February, 1901. [532]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ANNAM,"
Captain Paydenot, will be despatched for the above ports on or about SUNDAY, the 24th inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 19th February, 1901. [2]

THE OSAKA SIOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU"
will be despatched for the above ports on SUNDAY, the 24th inst.

For Freight or Passage, apply to
THE MITSUI BISSAN KAISHA,
Agents.
Hongkong, 18th February, 1901. [17]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On 30th March

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE and YOKOHAMA on 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information, as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 21st February, 1901. [14]

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 25th February, 1901, at 1 P.M., the Company's Steamship "ERIDAN," Captain Odo, with Mails, Passengers, Specie and Cargo, will leave this port for SAIGON.

This steamer will tranship her Passengers and Cargo at Saigon to the s.s. Sydney for MARSEILLES VIA BOMBAY.

The above steamer connects at COLOMBO with the s.s. Armand Belin, which vessel takes on her Passengers and Mails, leaving that Port on the 9th March direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 24th February. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 13th February, 1901. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"PARRAMATTA,"
Captain C. T. Denry, R.N.R., carrying His Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 2nd March, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 18th February, 1901. [1]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Mar. 12, 1901, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Apr. 6, 1901, at Noon.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Apr. 30, 1901, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, CO. VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 12th March, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th February, 1901. [75]

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE AND COPENHAGEN VIA BALTIC PORTS.

THE Company's Steamship

"ANNAM"

Captain Berg, will be despatched as above about the end of March, &c.

This steamer is fitted throughout with electric light, carries a doctor, and having superior First Class Cabin accommodation amply suited to the bridge deck, offers an excellent opportunity for passengers proceeding to Marseilles.

For freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 9th February, 1901. [473]

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 25th February, 1901, at 1 P.M., the Company's Steamship "ERIDAN," Captain Odo, with Mails, Passengers, Specie and Cargo, will leave this port for SAIGON.

This steamer will tranship her Passengers and Cargo at Saigon to the s.s. Sydney for MARSEILLES VIA BOMBAY.

The above steamer connects at COLOMBO with the s.s. Armand Belin, which vessel takes on her Passengers and Mails, leaving that Port on the 9th March direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 24th February. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 13th February, 1901. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"PARRAMATTA,"

Captain C. T. Denry, R.N.R., carrying His Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 2nd March, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 18th February, 1901. [1]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SUNDAY, Feb. 24, 1901, at DAYLIGHT.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Mar. 19, 1901, at Noon.

Cortic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Apr. 13, 1901, at Noon.

THE Company's Steamship "GALIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SUNDAY, the 24th February, 1901, at DAYLIGHT.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, Queen's Building.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 21st February, 1901. [4]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(Robt. M. Sloan & Co., Hamburg.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA,"

Captain Peterson, will be despatched for the above port on or about 9th March.

For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 22nd January, 1901. [299]

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION COMPANY.

PROPOSED SAILINGS FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

THE Steamship

"EVA,"

2,088 tons, Capt. Peterson, will be despatched on or about the 10th March, for PORTLAND (OR.) VIA MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All Parcels should be marked to address in full.

Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (OR.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (OR.).

For further information as to Freight rates, &c., apply to
ARNOLD, KARBURG & CO.,
Agents.
Hongkong, 5th February, 1901. [421]

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. Oceana & Arcadia.

From Calcutta, ex s.s. Dorcas.

From Persian Gulf, ex s.s. Simla, King Arthur and Asperic.

From Aden, ex s.s. Nazam and Nasari.

Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL, Acting Superintendent.

Hongkong, 18th February, 1901. [1]

NOTICES TO CONSIGNEES.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENFURTH."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.

Hongkong, 17th February, 1901. [110]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA,"

having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 22nd instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 16th February, 1901. [522]

STEAMSHIP "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London

ex s.s. Orizaba, and Bordeaux ex s.s. Ville de Soerabie, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignees before 4 P.M. TO-MORROW (THURSDAY), the 14th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after THURSDAY, the 21st instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before THURSDAY, the 21st inst., or they will not be recognised.

All damaged packages will be examined on THURSDAY, the 21st inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 13th February, 1901. [2]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"TAMBA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 21st instant will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 25th inst., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 15th February, 1901. [516]

NAVIGAZIONE GENERALE ITALIANA (Fratelli & Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BORMIDA,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being

